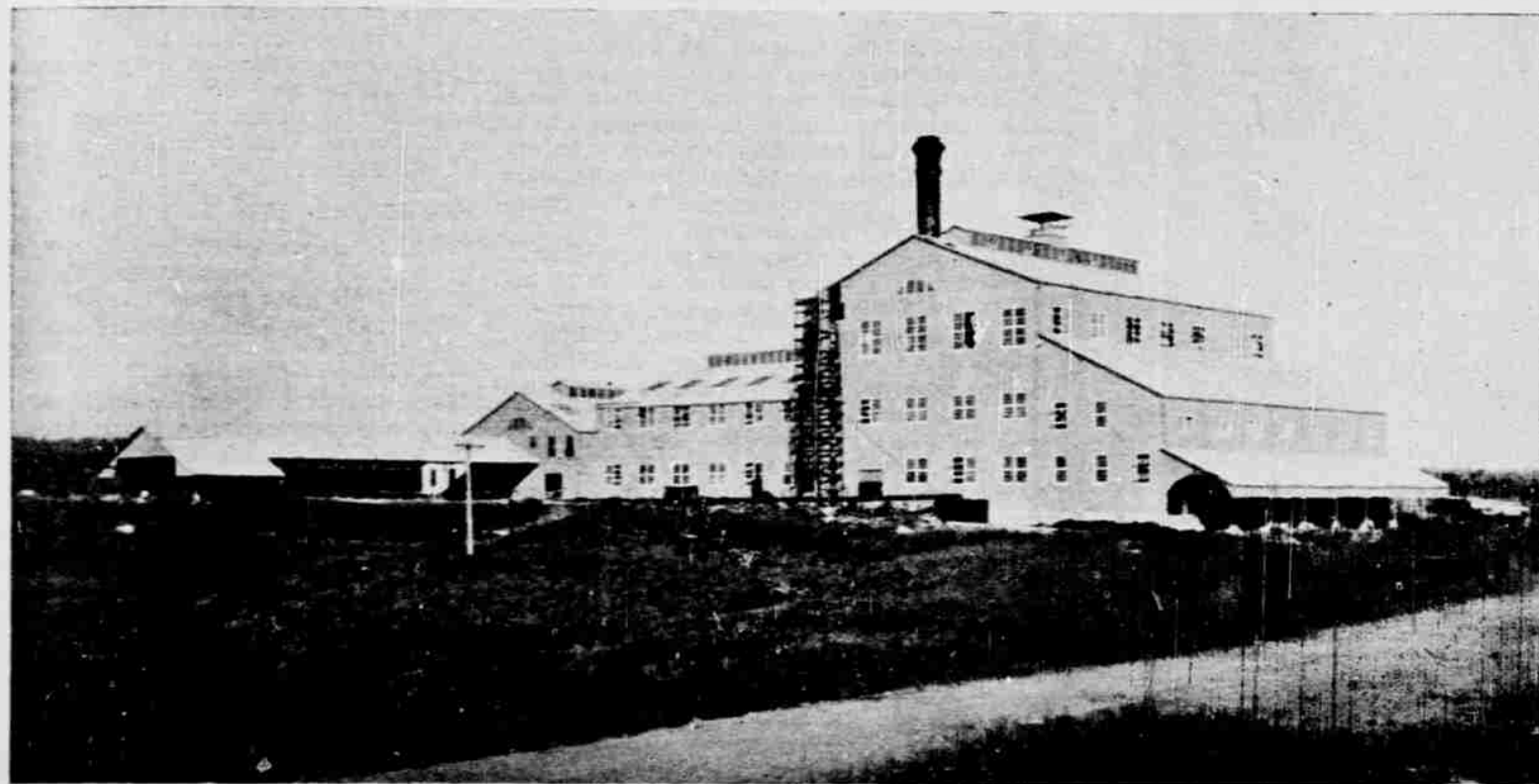


# The Olaa Sugar Company

## Hawaii's Largest Sugar Plantation



THE OLAA SUGAR MILL.

The Olaa Sugar Plantation was started after the Annexation of Hawaii, and is one of the largest in the country. It is completely equipped, in running order and now grinding its first crop. The following are the principal facts regarding the property:

Incorporated May 3, 1899.  
Capital stock, \$5,000,000.00.  
Number of shares, 250,000; par value \$20.00 each.  
Area cane land—In fee, 16,000 acres; 40 year lease, 4,000 acres; total, 20,000 acres.

In addition to this there are not less than 20,000 acres more of fine cane land owned by the Government and private owners within the boundaries of, or adjacent to the plantation. Every inducement is being made to outside land owners to plant cane for sale to the plantation. Over 20 are doing so now. Eventually a large part of this area will produce cane for grinding at Olaa mill.

Area of first crop 1902, 4,182 acres; estimated yield of sugar 21,000 tons.  
Area of second crop, 1903, 5,500 acres; estimated yield of sugar, 27,500 tons.  
Estimated area of third crop, 1904, 6,750 acres; estimated yield of sugar, 23,750 tons.  
If unforeseen contingencies do not interfere the fourth crop should be over 40,000 tons, with an ultimate output when fully developed of 60,000 tons per annum.

### STATUS OF CROPS.

First, 1902, now being milled.  
Second, 1903, planting completed in October last.  
Third, 1904, clearing and plowing more than half done; planting begins in March 1902.  
Capacity of Mill: 175 tons of sugar per day; built for expansion to 350 tons per day.  
Cost of Mill: \$625,000.00. Doubling the capacity will cost \$200,000.00 more.  
Water Supply: Inhaustible subterranean streams, tapped by tunnels; and storage reservoirs.  
Methods of Transportation: Mainly water flume, partly railroad.  
Miles of flume: Building, 45; completed, 37.  
Capacity of main flume: 15,000,000 gallons per day.  
Miles of Macadamized Road through the Plantation: Public, 24; plantation, 18; total, 42.  
Miles of Railway through Plantation: In operation, 20; on hand ready for installation, 13; total, 33.  
Buildings completed: Residences for manager, bookkeeper, 38 overseers and time keepers, 30 mechanics, engineers, sugar boilers, surveyor, 2,000 employees, hospital, mill buildings, office, warehouses, two stores, stables for 500 animals.  
Amount of cash expended in development, \$2,700,000.00.  
This is exclusive of the cost of the land, all of which was conveyed to the company free of incumbrances in exchange for paid up stock.

### CLIMATE.

The annual rainfall averages 150 inches. There are no droughts. No irrigation is necessary. It rains every month in the year. There is very little wind. It is warmer than in other districts at the same elevation. Cane grows well at over 3,000 feet elevation. Planting and grinding can go on all the year round with great economy in labor and absence of deterioration of the cane through over ripeness as the cane does not blossom on the higher levels.

### LABOR CONDITIONS.

The labor conditions are among the most favorable in the country. The climate is mild and agreeable; the country is green the year round; there is no dust; vegetables grow anywhere, and all the year round. There has been no serious shortage of labor at any time. Laborers like the district and the management.

The system of semi-profit sharing has been adopted with great mutual advantage to both the plantation and the laborers. After the cane is planted it is contracted out to individuals, who are made monthly advances for living expenses, and the cane is purchased from them when matured at so much a ton of cane.

Transportation of Sugar: The shipping port of the plantation is Hilo, nine miles distant, with which there is direct railroad connection. Thence the sugar is shipped direct to San Francisco and New York.

The soil, climate and location are among the most favorable in the Islands for sugar cultivation and manufacture.

The Manager is F. B. McStocker.

### H. E. Kerr, Architect.

It is only four years since H. L. Kerr, the architect, located here, but in that time he has designed many business blocks and been identified with the promotion of new and important industries, the most notable one being the manufacture of Honolulu brick, which is now being extensively carried on. Perhaps the best known of his buildings, on account of its location, is the two-story brick erected by the Hawaiian Electric Co., and occupied by their general offices, store and shop. Has a frontage of 56 feet on King street and 51 feet on Merchant street, with a depth of 138 feet. The King street front is finely fitted up for the offices.

Another handsome building is the one just erected for Frank Hustace on Beretania street, next the Progress Block. This has a 35-foot frontage on Beretania street and a depth of 105 feet. It contains two stores with basements, two rear warehouse rooms and there are sixteen office rooms on the second floor. The front is of yellow pressed brick with terra cotta trimmings.

A large block, from plans by Mr. Kerr, is that of Y. Annin on the corner of King and Maunakea streets. This contains sixteen stores on the first floor with a basement for each and sixteen store rooms on the second floor. The building has a frontage of 133 feet on King street and 183 feet on Maunakea street, the stores having a depth of 50 feet.



MANAGER'S HOUSE, OLAA SUGAR CO.

## Oil as Fuel.

By LORRIN A. THURSTON.

APPROXIMATELY 200,000 tons of coal per annum are being consumed in Hawaii; the bulk of it for pumping water for irrigating cane.

The cost delivered at the pumps approximates \$10 a ton, or an annual expenditure of \$2,000,000. This is equal to 6 per cent on over \$33,000,000. How to reduce this enormous expense is of vital interest to the Hawaiian sugar industry.

Much has been written about crude oil as fuel, but exact information upon the subject has been difficult to obtain, and many Island people are still in doubt as to whether it will pay to change from coal to oil.

Last summer I visited San Francisco on behalf of the Haiku, Pala, Hawaiian Commercial and Kihai plantations to more thoroughly investigate the subject.

In the course of these investigations I visited the Bakersfield oil wells, having previously been over the Los Angeles field, saw a number of oil burning plants and obtained statistics, estimates, tenders and advice from a number of authorities upon the subject; among others, Mr. Robert Moore and Mr. G. R. Field, of the Risdon Iron Works, Mr. A. M. Hunt, supervising engineer of the Spreckels Gas and Electric Companies, one of the leading civil engineers of San Francisco; Mr. W. S. Miller, Pacific Coast manager of the Standard Oil Company; Mr. John Baker, manager of Union Oil Company; also a report of the California State Mining Bureau.

A number of questions present themselves to those who are considering the advisability of adopting oil as fuel. The more important of these questions are:

1. Is the supply of oil permanent?
2. What is its fuel value relative to coal?
3. What quality of oil is best for Island purposes?
4. What changes and additions are necessary to adapt a coal burning, to an oil burning furnace, and what do they cost?
5. What is a fair price for oil; what price can be depended upon; what will the saving be?

Without claiming any expert knowledge from the information gained as above set forth, I believe the following answers to be substantially correct:

### 1. PERMANENCE OF OIL SUPPLY.

Enormous deposits of crude oil, or petroleum, have recently been found in Wyoming and Texas, but the cost of freight shuts out any other known field from consideration, than California.

Oil wells have existed in California since 1855, when unsuccessful attempts were made to refine it.

A boom in California oil properties took place in 1864 and 1865, at which time great finds were made in Pennsylvania. The boom soon went by, leaving only a few producing wells. The causes for failure at that time were that the appliances for boring wells to anything but a shallow depth were crude and inefficient; that the oils of California differ in composition from those of the East. Much is unfit for refining, and the methods of treatment were not then understood as they are now; and third, the great